lengthen life) money should ungrudgingly be spent; but there must be no waste, no "cooking," no blinding the eyes of the public. The money is wrung from many who are ill able to pay it. What will our readers say when we tell them, in proof of this, that the Commissioners of Sewers have signed during the year no less than 9,500 warrants of distress, and that there are 4,000 more waiting for signature! If our contemporaries aid us in bringing this fact to the knowledge of the rate-payers,—*Nine thousand five hundred distress warrants signed within the year, and four thousand more ready to be issued*,—attention will be recalled to the magnitude of the affairs confided to the Metropolitan Commission of Sewers; and the urgent necessity for an intelligent, wise, and business-like administration of them will be made obvious.

PROGRESS OF PUBLIC WORKS IN FRANCE.

More has been done during the eighteen years of Louis Philippe's reign, in the way of works of public utility and embellishment, than during the thirty years preceding, under the Consulate, the Empire, and the Restoration. Great as was the encouragement given by Napoleon, and truly magnificent both in project and utility the plans he formed, particularly for the improvement of Paris, nothing that he actually did can be compared to the results of the numerous operations undertaken since September, 1830, when a grant was obtained, to the amount of five millions of francs, for carrying them on. The sum thus voted was no doubt as much in consideration of the distress of the working class immediately after that revolution, as for a mere love of improvement. But the Government of Louis Philippe, in thus wisely employing them, has been accomplishing a double good, while it satisfied, at the same time, the enlightened views of the industrious middle classes, who see in such improvements immense advantages to commerce and manufactures.

The republic is not less sensible of the importance of continuing these works, and we find therefore rather an increase than a diminution of the amount and value of them.

On referring to a public document, we shall be able to extract some curious and interesting information connected with all the great works which the Government has had executed, and which will show a progress in art as great as in that of works of mere utility.

We have, in the first place, twelve monuments or public buildings in the capital, which have been constructed, finished or restored.

The Arc de Triomphe de l'Etoile, intended to perpetuate the glory of the French army, and the largest monument of the kind ever erected by man.

The Church of the Madeleine, commenced under the old dynasty, and proposed by the Imperial Government as a Temple of Glory.

The Pantheon, whose fortune has changed with every revolution.

The Museum of Natural History, at the Garden of Plants, containing a splendid and precious collection.

The Ecole des Beaux Arts.

The Cathedral of St. Denis, whose beautiful spire, menacing ruin, has we regret to say, been removed.

The magnificent Hôtel of the Quai d'Orçay, now occupied as the "Cour des Comptes" of the republic.

The bronze column of July, at the Bastile.

The Chamber of Deputies—again insufficient for its purpose.

The Institute of the Deaf and Dumb.

The Pont de la Concorde.

The College of France.

To these we may add, the additions to the Hôtel de Ville, now one of the finest buildings, and one of the greatest ornaments of the town; the new Hôtel of the Minister of Foreign Affairs, with its superb offices; the additions to the Palais of the President of the Chamber; the new Mint office in the Rue de la Banque; the restoration of the Cathedral of Notre Dame, and completion of the improvements around it; and many other works. Indeed, we are not far from the truth in saying that scarcely a public building has remained unembellished or unimproved since 1830.

But we will confine ourselves for the moment to public works, that is, to such as are directly under the administration of Government, and are carried on by means of grants regularly voted by the Chamber.

Great attention has been paid of late to the improvement and extension of roads. The Government has shown in that respect a very laudable solicitude, and has shown a readiness at all times to second the recommendations made to it. In 1824, the total length of what were called "*routes royales*," was 33,538 kilometres, or about 20,637 miles. In 1836 they increased to 34,511 kilometres, or about 600 miles more; and in 1845 to 35,250 kilometres, or 460 miles more.

Between 1830 and 1847 we find that there were grants to the amount of 266 millions of francs, or 10,640,000*l*. for repairs and improvements of various kinds connected with roads. And that other special and exceptional grants were made, in order, among other things, to give employment to the working class, or to remedy disasters occasioned by inundations.

Great benefit has been derived from these outlays, however, and a great impulse given to the progress of art in construction of various kinds connected with these works, and particularly in respect to suspension bridges; and more of these and bridges of the common character have been constructed in France since 1831, than during several centuries under the old monarchy. All these improvements are worthy of note, as they distinctly indicate a vast industrial progress in the country, and prove that a new class of men interested in and connected with it have of late years directed the action of the Government.

The number of bridges constructed by the State or by companies on the "*routes royales*," and on the departmental, strategic, and country roads, amounts to 481. In few countries can so many noble structures of this kind, combining greatness of span with boldness and economy of construction be found. The Rhône, the Durance, the Dordogne, the Garonne, the Loire, the Saône, and the Seine, are crossed by some of the finest among them. We would mention those of La Roche-Bernard, of Cubzac, of Tournay-Charente and of Saint Claude, as being *chefs d'œuvre* in point of construction. The money appropriated for this purpose alone amounts to about 24,000,000 francs, or nearly a million sterling.

In the course of sixteen years, previous to 1830, 57 bridges were constructed by companies; and from 1830 to 1847 as many as 162.

There are 1,540 ferries in France, connected with the public service,—established wherever the circulation is insufficient to repay the expense of a more costly means of passage; and these produce to the revenue the sum of 400,000 francs—16,000*l*.

The number of light-houses in France, in the latter part of the reign of Charles X., was only 16,—10 on the British Channel, 5 on the Atlantic coast, and 1 on the Mediterranean. They have since been increased to 57; but, independently of these, there are 104 lights of an inferior kind, destined to mark the entrance of such roads and ports as are most frequented. The 57 light-houses are thus distributed,—17 on the British Channel, 25 on the Atlantic Ocean, and 15 on the Mediterranean and the coasts of Corsica.

The French think their system of lighting their coasts now quite complete, and believe it to be the finest in the world. Of this we will not offer an opinion; but we may as well remark, *en passant*, that their establishments for the manufacture of the apparatus connected with light-houses are of a decidedly superior character. There are considerable works in progress for the completion of the system of navigation by means of canals, intended to connect important points,—one between the Marne and the Rhine, another along the Garonne, and a third to unite the Aisne with the Marne. The extent of canal navigation in actual completion amounts at the present day to 4,623 kilometres, or about 2,680 miles English. In connection with these, great improvements have been made in deepening and ameliorating the condition of the navigable streams and rivers; these, when finished, will present an extent of about 5,360 kilometres, or about 3,311 miles, and cannot fail to be highly beneficial to the country.

At the same time that these immense works were carrying on by the State by means of grants, the departments and communes of France were endeavouring on their side to improve and increase what are called "les voies départementales et vicinales." The first entered to about 44,977 kilometres, or 27,684 English miles, and the second to 60,184 kilometres, or 36,918 miles, while, what we should characterize as cross-roads and bye-roads (*chemins de petite vicinalité*) extend to no less than 600,000 kilometres, or 369,318 miles.

The tenth of the price of places in public vehicles, according to financial statements, amounted in 1832 to 4,887,000 francs; in 1840 to 8,450,000 francs; and now produces about 11,000,000, or 440,000*l*.

THE GREEK CHURCH, LONDON WALL.

In London-wall, at the corner of Little Winchester-street, a building has been erected for the celebration of the rites of the Greek Church, under the direction of Mr. Owen. It is lofty and substantial, and must have cost a considerable sum of money. The opportunity was a good one for introducing a characteristic type, and this would seem to have been aimed at, but is missed. The architecture of Byzantium, the capital of the Lower Greek Empire (not "the Corinthian Order," as some of our contemporaries have stated), is adopted for parts of the building, but is not thoroughly carried out. The plan is a Greek cross, marked by a shallow recess in each side, and is crowned by a flat cupola in the centre. In two of the recesses are tribunes or galleries carried on horse-shoe arches and columns, the arches having a fringe of ornament. The ornamentation of the fronts of the galleries is Italian, and so is the ceiling generally. In front of the iconostasis, or screen enclosing the sanctuary, which is ornamented to a considerable extent, and is being coloured and gilt, are marble steps. The pulpit is peculiar in outline, half a water-butt on a post.

Externally there is the same curious mixture of styles. There is a recessed porch formed by Byzantine columns, coupled *dos-a-dos*, with fringed horse-shoe arches (three intercolumniations): above are three other arches of similar character, having windows beneath them, while the front of the building is crowned by a pediment, with a heavy console cornice. The whole of the front is of brickwork cemented, with the exception of the porch, which is of stone.

THE FEVER-STILLS OF LONDON.

The prevention of intramural burials approaches: the public appear to be at last aroused to the enormity of the evil, and are crying out so loudly that the fatal abuse cannot longer be persisted in. Our engraving last week did its part well, and gave fresh impetus to the movement. The *Times* calls upon Sir George Grey to prepare a Bill to prohibit burials in crowded districts, ready for the meeting of the House in February: but this is driving it off *too long*. Immediate steps are demanded, to prevent the further destruction of life. The necessity is so urgent as to justify an "Order in Council," and we earnestly suggest that petitions to that effect should be forthwith sent from all parts of the country to the Secretary of State. The Board of Health are beginning to move in it, but must not be waited for.

Balmoral Castle.—Extensive alterations, it seems, have been made at Balmoral, the buildings being now fully doubled in extent. "As its numerous round towers, gables, and turrets are now seen rising above the birch wood which surrounds them," says a more northern correspondent of the *Edinburgh Register*, "Balmoral Castle seems really worthy of the Majesty of England. It is a palace in miniature." The new erections, however, are solely servants' apartments. The kitchen is said to be an exact model of that at Windsor Castle.

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